

## ICE BOTHERS GULF SEALERS

News of a week's weary breaking through but 30 miles of heavy sheet ice towards the gulf seal herd near the Magdalen Islands was flashed by wireless from the Halifax sealer Seal on Saturday afternoon. Capt. Farquhar reporting the first break of the voyage. This was on Friday when the crews of the Seal and Neptune walked between five and ten miles to the pack, the former securing a thousand and the Neptune's hunters four thousand pelts in the day's work. The veteran found the ice exceptionally difficult to force a path through, this adversity setting them back several days in their calculations.

Continuing their slow progress the fleet comprised of the Seal, Neptune, Viking and Southern Cross will close in on the seals and the first two ships will pick up those killed on Friday and piled up on the grounds, while the others will start slaughtering operations. Here there are about 80,000 young harps.

This solidly frozen sheet ice is much more difficult to negotiate than the usual "clamber" floes. If the wind remains westerly prospects for a good catch will be poor, but if a northeast gale springs up navigation about the seal pack will be greatly facilitated and a profitable harvest assured. On the Newfoundland coast there appears a stiff ice jam and the Seal with her wooden hulled sisters will focus her operations on the gulf pack instead of later changing to the main Belle Isle patch, where the Atlantic vessels are working.

It has long been a custom in St. Johns when the sealers set out on their annual trip north to organize sweepstakes, in which the prizes go to those holding tickets with the name of a craft, either first or among the first to return home with a fare, and so great is the interest in the "swilers" success that considerable sums are involved in these lotteries by the large numbers subscribing. Until this unfavorable report of the Seal, it had been thought she would be the first back. Her delay in reaching the grounds has dissipated this hope. Of course the Halifax boat has yet some time to make a good catch and still be able to return quickly, but this latter opinion is discounted.

March 29.

## JUST 1200 LBS. OF COD

**Total Receipts at T Wharf  
This Morning in  
One Boat.**

There was but little doing in the fresh fish trade at T wharf this morning and the dealers could have closed early, just as well as at noon as far as receipts were concerned.

There was only one shore boat in, sch. Marion hailing for 1200 pounds of cod. This with a few boxes sent up from this port from the gill netters constituted the fresh fish supply of the morning.

Wholesalers paid \$5.50 a hundred for haddock, \$5.50 to \$6 for large cod, \$3.50 to \$5 for market cod and \$5.25 for pollock.

### Boston Arrivals.

The fares and prices in detail are:  
Sch. Marion, 1200 cod.

Haddock, \$5.50 per cwt.; large cod, \$5.50 to \$6; market cod, \$3.50 to \$5; pollock, \$5.25.

## SALADIN FIRST SEINER AWAY

The first southern seiner to get away for the season of 1912 is sch. Saladin, Capt. John Matheson, which sailed this morning.

Sch. Aloha, Capt. Wallace Parsons expects to sail Monday and will be followed by others of the fleet during the week as fast as they are ready.

## JACK M'KAY'S BIG STOCK

Sch. Catherine Burke, Capt. Jack McKay, stocked \$2884.16 as the result of her four week's halibut trip, the crew sharing \$70 to a man clear. The high line share was \$75.16.

March 29. /

## NEW SCH. KNICKERBOCKER, NOW ON TRIP AROUND HORN

SHE WILL ENGAGE IN FRESH HALIBUT OUT OF SEATTLE, WASHINGTON.

Monday the first of two powerful auxiliary fishing schooners built at the yards of Arthur D. Story, Essex and Owen Lantz of this city, for use on the Pacific Coast, left Long Wharf, Boston, on her long run of 16,000 nautical miles to Puget Sound. The Knickerbocker, which is to be followed in about a month by her sister schooner, Bay State, is sailing under command of Capt. Robert Lathigee and it is as yet undecided whether it will take the craft through the Strait of Magellan or around the Horn.

Either event, Captain Lathigee and his crew of 14 will be at sea more than three months before reaching the destination. A good part of the trip will be made under sail, the engine being used only to offset calm storms or the treacherous passages be negotiated around the south end of South America. Both boats have been built for the New England Fish Co., to be used from Vancouver and Seattle in the halibut fisheries.

The sail plan of these boats shows an abbreviated area as compared with the old familiar type of fishing schooner. There is no top mast at the bowsprit has been omitted. This reduces both the height and the length of the sail area and leaves simply fore and aft sails—jib, staysail, foresail and mainsail. There is in addition a square sail on the foremast.

to be used when running before the wind. To offset this decrease in sail area each vessel is equipped with turbines operated by 100 horse power Blanchard marine oil engines, built by the Blanchard Machine Co., Cambridge, Mass. These engines are designed for using fuel oil which can be obtained on the Pacific coast at about \$1 per barrel and it is estimated that the difference in cost when operating full power with the engine would be about \$50 per day in favor of fuel oil as compared with gasoline.

Among the advantages of this shortened sail area are the fact that the boats are safe and easy to handle in rough weather and that there is no

outboard work for the men to do in handling sails. The only thing they have to fear are fog, collision and stranding on the shore. In addition, the smaller sails can be handled by a smaller crew although this would be a matter of no moment because as the vessel carries 18 dories, there will be a crew of about 25 men when in active fishing service.

The official test of the Knickerbocker took place March 18th when upwards of 80 men boarded her for a trial trip out in the Massachusetts Bay, which lasted from 11 o'clock in the morning until after 4 in the afternoon. The start was made from T wharf, Boston, under the power of both engines. This was continued about two hours at a speed estimated to be in the neighborhood of 10 knots. The engines were then shut down and the balance of the trip out and the entire trip back were made under sail until the engines were required for maneuvering into the wharf. This gave the visitors an excellent opportunity to observe the weatherly qualities of the vessel and as a stiff breeze was blowing, enough to bring the lee scuppers under the water a good part of the time, the test was a good one. Many of the visitors took a turn in handling the boat, and all were highly pleased at the ease with which she responded to the helm.

Designed by Thomas F. McManus, naval architect, who has the experience of some 300 vessels back of him, the Knickerbocker and Bay State represent the highest development of the art today in building of fishing schooners. They have comfortable accommodations for a crew of 24 forward, while the four officers are quartered in the cabin aft. The engine room is just forward of the officers' quarters, while the fish hatch is located between the engine room and the forecabin and gallery.

The most interesting feature of the new vessel is the power plant. Each of the two four-cylinder engines weighs about 8000 lbs. The cylinders have a diameter of 10 inches with a stroke of 10 inches and under full power the engines run at 320 revolutions per mile. Each engine is 11 feet, 6 inches long and 30½ inches wide, a very small space for the power. The height of engine above shaft is 44 inches only, while the depth from the center of shaft to bottom of crank case is 11¼ inches, thus making the total height of engine well under five feet. The propeller shafting is three inches in diameter, each shaft carrying one three-bladed feathering wheel 44 inches in diameter and with a pitch of 46 inches.

The fuel oil carried on the long trip around the horn is 7000 gallons. This would be sufficient for about 12 days continuous steaming at full power. It is proposed, however, to run the engines only when needed, as explained above, and also to run them about half an hour every day or two in order to be sure they are continually ready for use and not bound by rust or anything of that sort. It is expected that the 7000 gallons carried will be sufficient to last for the entire voyage on this basis.

The vessels, as stated in a previous article, are of 155 tons each. The length over-all is 125 feet with a water line length of 102 feet. The water line beam is 24½ feet, while the mean draft is 10 feet.

During the trial of March 18th the engines were in charge of engineers Kempton, Waterbury and Arringdale, all of the Blanchard Machine Co. staff. Among others on board at the time of the trial were L. H. Goodspeed of the New England Fish Co., Thomas F. McManus, designer of the boat, Arthur Rowe, of the firm of E. L. Rowe & Son of this city, the outfitter and sailmaker, and F. H. Plumb of the Blanchard Machine Company.

Capt. Lathigee has been overwhelmed with applications for employment on this trip. Many of the applicants express a willingness to go without pay, the idea being, of course, either to get the experience of the trip or to reach the western coast without the expense of the long trip over land. All of these adventurous spirits have had to be denied, for the crew of 14 men which has been signed for the voyage consists entirely of seasoned sailors and fishermen, navigators and engineers.

## QUODDY MAKES QUICKEST TRIP

The quickest trip on record in the local gill netting industry was made by steamer Quoddy, Capt. Auld today. The steamer left port at 5 o'clock this morning, made her run outside and lifted, returning again at 10 o'clock with a fare of 4000 pounds of fresh fish.

March 31.

Str. Quoddy, gill netting, 5500 lbs. fresh fish.

Str. Eagle, gill netting, 600 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.

Str. Rough Rider, gill netting, 1000 lbs. fresh fish.

Str. Harold II, gill netting, 2700 lbs. fresh fish.

Str. F. S. Willard, gill netting, 2500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2800 lbs. fresh fish.

Str. Nomad, gill netting, 2200 lbs. fresh fish.

Str. Enterprise, gill netting, 1500 lbs. fresh fish.

Str. Venture, gill netting, 2500 lbs. fresh fish.

Str. Philomena, gill netting, 2500 lbs. fresh fish.

Str. Hope, gill netting, 1400 lbs. fresh fish.

Str. Hugo, gill netting, 1500 lbs. fresh fish.

Str. Sunflower, gill netting, 1500 lbs. fresh fish.

Str. Evelyn, H., gill netting, 2800 lbs. fresh fish.

Str. Ethel, gill netting, 4000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 7000 lbs. fresh fish.

Str. Mary L., gill netting, 1400 lbs. fresh fish.

Str. Gertrude, T., gill netting, 2000 lbs. fresh fish.

Str. Nashawena, gill netting, 4000 lbs. fresh fish.

Str. Harold, gill netting, 2700 lbs. fresh fish.

Str. Mystery, gill netting, 1800 lbs. fresh fish.

Str. Medomak, gill netting, 3000 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 2400 lbs. fresh fish.

Str. Lorena, gill netting, 2500 lbs. fresh fish.

Str. Sawyer, gill netting, 2500 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1200 lbs. fresh fish.

Str. Dolphin, gill netting, 4200 lbs. fresh fish.

Str. Swan, gill netting, 300 lbs. fresh fish.

Str. Carrie and Mildred gill netting, 4200 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.

Str. Lydia, gill netting, 1100 lbs. fresh fish.

Sch. Little Fannie, gill netting, 6000 lbs. fresh fish.

Str. Jeffery, gill netting, 2500 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2200 lbs. fresh fish.

## FIRST SEALER AT ST. JOHN'S

With a catch of 30,000 seals, the steamer Stephano returned to St. John's, N. F., yesterday, the first of the sealing fleet which has been operating in Newfoundland waters to report.

She brought news that the Nascopie has 27,000, the Florizel 22,000, the Sagona 10,000 the Bonaventure 8900 and the Adventure 7000. The others of the fleet had poor luck.

Advices from four vessels sealing in the Gulf of St. Lawrence indicate that their prospects for a good season are excellent.



Mar. 31.

# GILL NETTERS TWO BIG DAYS

Land 145,000 Pounds Fresh Fish Here—Three Halibuters Also in.

The week started off well here this forenoon, with three halibuters and one Georgesman having arrived in port since Saturday.

Sch. Georgianna, Capt. Gourley Anderson, has a nice trip, bringing home 30,000 pounds of fresh halibut. Capt. Anderson took his trip on the Grand Bank and recently was at Nova Scotia where he also shipped some of his fish.

Sch. Rena A. Percy, Capt. John Stream, from Georges, has 4000 pounds of halibut and 18,000 pounds of fresh fish.

Another one of the halibuters in is sch. Waldo L. Stream, Capt. Frank Stream, with 10,000 pounds of fresh halibut.

From Georges handlining is sch. Eugenia with 20,000 pounds of salt cod, 1000 pounds of fresh halibut and 1000 weight of flitches.

The gill netters had two good days, Saturday and Sunday, landing 145,000 pounds. The real trip was that of steamer Bethulia which arrived again yesterday from Boone Island with 20,000 pounds of haddock.

The receipts of the two days ran about three parts haddock and one part cod.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Rena A. Percy, Georges, 4500 lbs. fresh halibut, 18,000 lbs. fresh fish.
- Sch. Waldo L. Stream, LaHave, 10,000 lbs. fresh halibut.
- Sch. Georgianna, Grand Bank, 30,000 lbs. fresh halibut.
- Sch. Eugenia, Georges handlining, 20,000 lbs. salt cod, 1000 lbs. flitched halibut, 1000 lbs. fresh halibut.
- Str. Ibsen, gill netting, 2200 lbs. fresh fish.
- Str. Rough Rider, gill netting, 200 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 9000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 800 lbs. fresh fish.
- Str. Nomad, gill netting, 4000 lbs. fresh fish.
- Str. Enterprise, gill netting 3000 lbs. fresh fish.
- Str. Bethulia, gill netting, 20,000 lbs. fresh fish.
- Str. Hope, gill netting, 600 lbs. fresh fish.
- Str. Evelyn H., gill netting, 1900 lbs. fresh fish.
- Str. Ethel, gill netting, 1500 lbs. fresh fish.
- Str. George E. Fisher, gill netting, 1000 lbs. fresh fish.
- Str. Gertrude T., gill netting, 1500 lbs. fresh fish.
- Str. Nashawena, gill netting, 2000 lbs. fresh fish.
- Str. Harold, gill netting, 1400 lbs. fresh fish.
- Str. Mystery, gill netting, 7000 lbs. fresh fish.
- Str. Medomak, gill netting, 2900 lbs. fresh fish.
- Str. R. J. Kellick, gill netting, 2200 lbs. fresh fish.
- Str. Sawyer, gill netting, 3500 lbs. fresh fish.
- Str. Mary F. Ruth, gill netting, 1200 lbs. fresh fish.
- Str. Dolphin, gill netting, 3500 lbs. fresh fish.
- Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
- Str. Water Witch, gill netting, 2000 lbs. fresh fish.
- Str. Lydia, gill netting, 1100 lbs. fresh fish.
- Str. Robert and Edwin, gill netting, 2600 lbs. fresh fish.
- Sch. Quoddy, gill netting, 4000 lbs. fresh fish.

## Saturday's Gill Netting Arrivals.

- Str. Ibsen, gill netting, 1200 lbs. fresh fish.

## Grand Fish Notes.

The Italian bark Antonio d'All, which sailed from Trapani about February 15, for Portland, laden with salt for the Lord Brothers, was spoken March 3 on the meridian, in lat. 38 N., and her consignees expect to see her in port early in April. She is a good sailor and on one of her previous trips here made the run from Trapani in 48 days.

# SHORE BOATS THE FEATURE

No Less Than 25 of Them at T Wharf This Morning With Fares.

T wharf dealers had a fairly good supply of fresh fish to begin with this morning, 25 arrivals besides that landed by the local gill netters Saturday which was shipped by boat being on hand for the morning's trade.

With the exception of two fares, the bulk of the morning's receipts are from the shore crafts. Steamer Swell had a large fare, bringing in 106,000 pounds, mostly haddock, while sch. Gladys and Nellie, the other off shore had 65,000 pounds of mixed fish.

The dealers paid \$3 a hundred for haddock, \$5.50 to \$6 for large cod, \$3 to \$4 for market cod, \$3 to \$5.50 for hake, \$6 for pollock and \$3 for cusk.

## Boston Arrivals.

- The fares and prices in detail are:
- Sch. Ignatius Enos, 1400 cod.
- Sch. Eva Avnina, 2000 cod.
- Sch. Vesta 3900 cod.
- Sch. Priscilla 3000 cod.
- Sch. M. Madeline 2800 cod.
- Sch. Buema 12,000 haddock, 3000 cod.
- Sch. Gertrude DeCoste, 5000 haddock, 3500 cod, 1500 hake.
- Str. Swell, 92,000 haddock, 14,000 cod.
- Sch. Gladys and Nellie, 2000 haddock, 4000 cod, 45,000 hake, 14,000 cusk.
- Sch. Natalie J. Nelson, 16,000 haddock, 4000 cod, 400 hake.
- Sch. Jessie Costa, 22,000 haddock, 5000 cod.
- Sch. Matchless, 28,000 haddock, 3000 cod, 5000 hake.
- Sch. Mary C. Santos, 18,000 haddock, 1500 cod, 5000 hake.
- Sch. Yankee, 2000 haddock, 1000 cod, 1000 hake.
- Sch. W. M. Goodspeed, 12,000 haddock, 500 cod.
- Sch. Washakie, 8000 haddock, 1400 cod.
- Sch. Tecumseh, 4000 haddock, 3200 cod, 2500 hake.
- Sch. Clara G. Silva, 6000 haddock, 1100 cod.
- Sch. Elva L. Spurling, 7000 haddock, 2100 cod, 1000 halibut.
- Sch. Helen B. Thomas, 10,000 haddock, 1500 cod.
- Sch. Rita A. Viator, 2500 haddock, 800 cod.
- Sch. Stranger, 1600 haddock, 1800 cod, 2500 pollock.
- Sch. Edith Silveira, 5000 haddock, 1600 cod, 1000 hake.
- Sch. Genesta, 7000 hake.
- Sch. Flavilla, 6000 haddock, 900 cod.
- Haddock, \$3 to \$3.75 per cwt.; large cod, \$5.50 to \$6; market cod, \$3 to \$4; hake, \$3 to \$5.50; pollock, \$6; cusk, \$3.

## TODAY'S FISH MARKET.

### Salt Fish.

- Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.
- Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
- Eastern halibut codfish, large, \$4.75; mediums, \$4.25.
- Georges halibut codfish, large, \$4.50; mediums, \$4.
- Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
- Pollock, \$1.50.
- Hake, \$1.50.
- Haddock, \$1.50.

### Fresh Fish.

- Splitting prices:
- Haddock, \$1. per cwt.
- Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.
- Western cod, large, \$2.25; mediums, \$1.85; snappers, 75c.
- Peak cod, large, \$2; medium, \$1.75; snappers, 70c.
- All codfish not gilled, 10c per 100 pounds less than the above.
- Hake, \$1.
- Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
- Dressed pollock, 90c. round, 80c.

Bank halibut, 13c per lb. for white and 10c for gray.

## Halibut Sales.

The halibut fare of sch. Georgianna sold to the American Halibut Company at 13 cents a pound for white and 10 cents for gray, while that of sch. Waldo L. Stream was purchased by the New England Fish Company at the same figure.

The halibut trip of sch. Rena A. Percy sold to Anthony Cooney & Company at 13 1/4 cents for white and 10 cents for gray. The firm also took the craft's fresh mixed fare.

Mar. 31.

## Will Sail Wednesday.

Sch. Corona, Capt. Wallace Parsons, one of the south seining fleet, expects to get away Wednesday. The craft was taking aboard gasoline, oil, etc., today.

## Salt Cod Sale.

The Georges handline fare of sch. Senator Saulsbury sold Saturday to George Perkins & Son at \$5 for large \$4.50 for medium and \$3 for snappers

## Spoke Sch. Monitor.

Sch. Georgianna, Capt. Gourley Anderson, reports speaking sch. Monitor, Capt. George Marr, on Quero recently.

## Another Craft Sold.

Sch. Mabel D. Hines, 126.09 tons gross, built at Essex in 1893, has been sold to Newfoundland parties.

## Broke Mainboom.

Sch. Arethusa was at Shelburne, N. S., last week with her mainboom broken.

April 1.

## Jumping Fish.

Many of the fish that inhabit the sea are famous jumpers, but perhaps the most notable are the tuna in the Pacific Ocean. These fish are very powerful and often weigh as much as 800 pounds each. When a school sweeps up the coast, it is not an unusual thing to see many of them dart like an arrow into the air for five or six feet, turn gracefully and come down, keeping the water for acres covered with foam. Among other famous jumpers is the tarpon or silver king, whose scales when in the air gleam like silver.—Marine Journal.

## Fishing Fleet Movements.

Schs. Arethusa and Diana arrived at Shelburne Friday last and cleared for fishing.

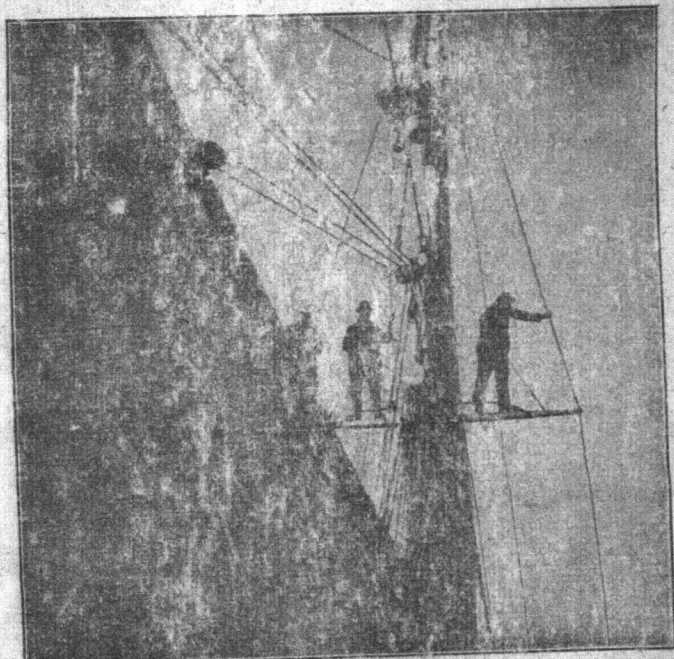
April 1.

## BOTHERS MACKEREL TOO.

That the firing of heavy guns off the Virginia capes and in Chesapeake Bay kills fowls in the shell, is declared in a letter to Secretary of the Navy Daniels from a farmer's wife, who asks that the practice dates be changed to avoid the setting and hatching period.

April 1.

# Here's What the Seining Fleet Will Soon Be Doing Out South



LOOKING FOR MACKEREL SCHOOLS OFF CAPE CHARLES.

# MACKEREL REPORTED BY WIRELESS

## Frank C. Pearce Sends Word of Schools Seen From Steamer

Mackerel have been sighted to the southward and large schools of them too, according to a wireless message received here last evening from Frank C. Pearce of the Cunningham & Thompson Company, now enroute to Panama with a party which left New York by steamer Saturday.

The message which was received at New York by George T. Moon of the well known firm of George T. Moon Co. and relayed by Western Union to this city reads as follows:

"New York March 31.  
"Message just received as follows: Buxton, North Carolina, signed Frank C. Pearce—Large schools and whales 75 miles due east of Cape Charles, Notify our vessels and Gloucester."  
GEORGE T. MOON.

The news was posted at the Board of Trade rooms this morning and was pursued by scores of skippers, fishermen and others with eagerness and much pleasure.

Some were a little bit reluctant of the battleships.

about taking the announcement, in view of the fact that today is April 1, but all doubts were soon set at rest by information received from the firm that the message was bonafide and there was no April fool's joke about it either.

The sighting of mackerel at this time is taken as a good omen and would indicate that the fish are making their way up the coast. The skippers and crews who are fitting their crafts are much encouraged and will hustle operations to get away immediately.

With some good spring weather and dark nights, it should not be long before word comes that some of the fleet are a Fulton market with trips of the much desired fish.

Just about now, several of the battleship fleet are down off the North Carolina coast, engaged in target practice. It is not believed, however, that the annoying will interfere with the seining fleet, inasmuch as the latter will be some 50 miles or more outside of the battleships.